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CENTRAL INTELLIGENCE AGENCY 25X1 REPORT

INFORMATION REPORT

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The attached report relating to research on various aviation projects at the Dr. Günther Lange Engineering office are sent to you for retention in the belief that they may be of interest to you.

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1. The Drl Günther Lange Engineering Office (Construction Bureau and precision tool shop) has been in operation for a year. Until 15 June 1948 it was at 9-13 Trutschlerstrasse, Berlin-Johannisthal. On this date it was moved to the Adlershof to the premises of the former DVL (Deutsche Versuchanstalt für Luftfahrt - German Aeronautical Research Institute). Dr. LANGE was formerly head of the medium-sized wind-tunnel in the DVL.

2. The Dr. Günther Lange Engineering Office is constructing the following instruments and models for the Russian airforce:

a) a double-component scale for measuring the expansion and resistance of streamlined objects.
b) a small air current generator
c) a small fog (or smoke) chamber to indicate eddies along aeronautical bodies
d) a six-component scale for measuring aeronautical bodies, fuselages, engine nacelles (Motorgondeln), wing surfaces (lift), etc.
e) a propellor-pull measuring instrument
f) a Mach-Number instrument which indicates the Mach-Number without conversion
g) plane models of U.S. and British plane types (B-29, Mosquito,etc.) with service ceiling indications.
h) an instrument for the blind landing of planes (the locations and ranges of the ground instruments are measured by means of a colored wire; the various phases of blind landing such as flying into the sounding beam, preparation for landing, actual landing, rolling up to hangar, etc., are controlled by tone and light signals.)
i) a section of a 4-stage engine

3. The construction office is also producing the following instruments in accordance with instructions from the Russian BTB office in Adlershof:

a) a wind tunnel with engine producing very cold air
b) a so-called "climatic chamber" for research on automobile engines of the Yan and Tatra type at a speed of 40 kms per hour and a temperature of -40°C. (see photo VI)

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